

Remarks

The specification has been amended to remedy any errors as cited below. Replacement sheets are submitted herewith with respect to drawings requiring amendment also as cited below. Claims 9, 22, and 42 relating to the air passageway and claim 52 relating to a differential gear have been canceled. Reconsideration of the objections to the allowed claims respectfully is requested in view of the following additional remarks.

With respect to the objection of the claims providing for a bearing included crossed cylindrical rollers, it submitted that the description of such bearing as set forth on page 6, lines 29 through 31 and page 7, lines 1 through 3 and the depictions of Figures 6, 7 and 10, sufficiently disclose such bearing to a person having ordinary skill in the automotive field. It further is submitted in this regard that the bearing as depicted in the drawings is similar to depictions of such type of bearing as approved by the Patent Office in previously issued patents. Such patents include U.S. Patents Nos. 3,275,391 to Blais, 4,606,654 to Yatsu et al and 7,547,144 to Kunimoto et al. In each of such prior patents, the crossed cylindrical bearing is depicted in the same manner as in the present application.

The ball joint connections between the steering knuckle and the upper and lower control arms as recited in claims 8 and 41 are depicted by reference numerals 57 and 62 in Figure 7 of the drawings. The aligned shafts as recited in claim 51 is disclosed in newly submitted replacement sheet 2 in which a portion of one the aligned shafts is shown just below reference numeral 28 in Figure 3.

Further illustration of means for providing regulated amounts of air and a differential gear assembly have not been provided in view of the cancellation of claims 9, 22, 42 and 52.

With the cancellation of the claims relating to the air passageway for the tire, no details of valve 109 shown in Figure 9 are deemed to be required.

Page 5, line 15 of the specification has been amended to provide for reference numerals 58 and 59 being included in Figures 6 through 10 and 14 in lieu of Figures 6 through 10 and 16 to remedy the confusion cited.

Reference numeral 40a refers to an opening in the knuckle plate as shown in Figure 7 of resubmitted replacement sheet number 6. Page 7, line 6 of the specification has been amended to identify the knuckle plate by the reference numeral 40b in lieu of reference numeral 40a.

On page 7, line 15, the reference numeral 51b has been deleted.

On page 7, line 16 of the specification, the reference numeral 26a has been deleted and has been replaced with reference numeral 26.

Reference numeral 90 depicts a support ledge section as shown in Figure 11. Such reference numeral has been deleted from Figures 5 and 6 in resubmitted replacement sheets 4 and 5.

Page 8, line 12 of the specification has been amended to identify the bearing with the reference numeral 50 in lieu of the reference numeral 15.

On page 7, line 16 of the specification, the reference numeral 26a has been replaced with the reference numeral 26. Concerning the prospective proposition that it would be obvious to replace the ball bearing of Dangel with a crossed cylindrical bearing, it is submitted that more than the existence of such a component is required to render obvious a replacement of an existing component with such a component to arrive at a claimed structure. In the present matter, there is no teaching of the replacement of a ball bearing with a crossed cylindrical bearing. The bearing arrangement provided in the claimed invention is for the purpose of carrying axial, radial and moment loads. Neither Dangel nor any other reference addresses or seeks to accommodate any of such conditions. Dangel, because of its mounting of the shock absorber assembly is concerned only with the relief of the wheel suspension components from stress both in the

longitudinal direction and in the transverse direction while retaining the possibility of vertical and pivotal movement of the wheel. Column 3, lines 42-41.

In Dangel, the hub support 22 includes a flat side member 23 provided with a circular opening 24 in which there is fixed stub axle 26 which is mounted around a hub 28 of the wheel by means of ball bearing 27. Column 2, lines 24-28. Any replacement of such roller bearing would require a redesign of such cooperating components which would not address the concerns of Dangel.

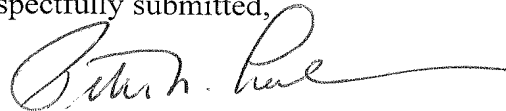
It further submitted that cross cylinder bearings have been known for decades, at least as early as 1964 as indicated by U.S. Patent No. 3, 275,391, previously cited, and probably decades earlier. Yet no one before Applicants have undertaken to incorporate a cross cylinder bearing in a wheel suspension system as claimed. Such long term availability and attendant lack of application in the present context, is surely indicative of non-obviousness.

In view of the forgoing, it respectfully is requested that the objection to the claims otherwise deemed allowable be withdrawn, such claims be allowed and further the application be passed to issue.

The Director is hereby authorized to charge any deficiency in the fees filed, asserted to be filed or which should have been filed herewith, or credit any overpayment, to our Deposit Account No. 14-1437.

Dated: September 9, 2009

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Peter N. Lalos", with a long horizontal flourish extending to the right.

Peter N. Lalos
Registration No. 19,789